

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSouth VOL. 1/13

NEW YEAR

MOGSouth

Motoring Full Throttle Into the New Year . . .

With the Top Down !



2013

Ready. Set. Go !

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Greetings and welcome to 2013!! I hope everyone had a wonderful holiday with friends and family, and perhaps just a bit of quality time in the garage. As we put away the lights, ornaments and garland we reflect on the events of the past year. 2012 was certainly a momentous year. With a number of truly significant events, some wondrously good and some horrifically bad. And, as communal beings, we can't help but revel in delight during the good times or share in the sorrow during the bad times, each in our own unique way. 2012 was also the year that the Maya Long Count calendar predicted the end of civilization on December 21st. MotorTrend, in their infallible wisdom, included the new Morgan Three Wheeler among the 10 cars you just had to drive before the world ended. Sort of an automotive bucket list. Well, one bit of good news, the world didn't end. Just as well, as I haven't driven the new Morgan Three Wheeler yet, although there are three (that I know of) in the current MOGSouth membership.

2012, for MOGSouth, was definitely a memorable year. We saw a number of new Morgan owners and new members join the club; we had superb MOGSouth Club events in Natchez, Mississippi, Jekyll Island and Hiawassee, Georgia; and we even saw new Morgans coming into the US, in quantity. Something we haven't really seen in a while.

In my role as Newsletter Editor I communicate with a number of the other clubs. Many other clubs seem to be loosing ground, with dwindling participation at their events and shrinking membership rolls. Some Clubs seem to have all but disappeared. But we here in MOGSouth seem to be bucking the trend and continue to flourish as a Club. The Club's minimal formality and loose administration, coupled with MOGSouth's unique personality seems to be working and working well. We have just enough structure to function effectively. The club is run by volunteers, and rarely do we find ourselves lacking for support, but that being said, please don't sit back complacently and wait for someone else to step forward. Make your desires known. Feel free to push, prod or otherwise influence the Club's direction. It is your club!

So with giddy and childlike anticipation we roll into 2013, anxious for new Morgan adventures and extraordinary MOGSouth Club events! Unlike other Morgan Clubs in the northern climes, here in the MOGSouth region we have the benefit of warmer and dryer winters. This means the winter is not necessarily one of total inactivity with our Morgans. Especially here in Florida, we can drive pretty much all year long. I hate to say it, but it was nearly 80° F, here in Orlando, a week before Christmas. But, we did have a cold snap Christmas week. We too tend to relegate the traditional winter months to activities other than those of the Club. It's a time to enjoy other things, like family and friends.

I did however take advantage of the winter slow down in Morgan activities. Like many of you, I used this time to attend to a number of deferred or neglected maintenance items on my cars. In fact I finished last year with the majority of my fleet 'dead-lined' (as we said in the Army) or inoperative. My 1971 plus 8 needed suspension work, my 1981 4/4 needed rear brake shoes and wheel cylinders and my 1986 Plus 8, Ugly Betty, is still being sorted from its conversion to propane. (I did get Ugly Betty stripped and it's off at the paint shop.) The only car I had fully operable was my 1938 Series1 DHC, and that was after I remounted the starter and applied some 'strategic' hammering to the old SU fuel pump, but that car wasn't going to take me too far, too fast. My 1952 F Super is still a pile of bits in the middle of my garage, but I have identified this very year, 2013, as the year the F Super gets back on the road. Good thing I retired last year. I do have my work cut out for me, and if you find you need something to do, come help!

2013 is also a significant year for the entire Morgan community as well, as it is the 10th anniversary of the death of Peter Morgan (Oct 20, 2003). The Club will recognize this event in some appropriate way, as we did in 2003.

MOGSouth will continue to sponsor three major events in 2013, the **MOGSouth Spring Meet**, the **MOGSouth Fall Meet** and the **MOGSouth Christmas Party**. Regional events and other family activities will fill in around these events on each of our calendars. Looking at the events list found in this issue, there are a lot of great things for everyone to get involved with. (If we have missed something, let us know.) I know that my personal schedule is going to be very busy this year.

Unlike most years, when we wait until the last minute, we already have the Spring Meet planned. Thanks to Eric and Ann Cummins, who have graciously volunteered to host the Spring Meet, we will convene in Helen, Georgia 19 - 21 April. The White County Georgia Visitor's Bureau describes Helen as "*Nestled in the Blue Ridge Mountains on the*



Graeme Addie Letting Daughter Emma Pilot the new Morgan 3 Wheeler

Chattahoochee River, this Northeast Georgia village has a rich history linked to the Cherokee Indians and Indian burial mounds as well as early settlers who arrived to mine for gold and cut virgin timber for a thriving lumber industry in the early 1900s. Helen is a re-creation of an alpine village complete with cobblestone alleys and old-world towers. Known for shopping, camping, both rustic and luxury mountain cabins, restaurants, bed and breakfast inns, mountains, theater, recreation, romantic getaways, beautiful scenery, family activities, waterfalls, museums, history, art, fishing, tubing, golf, and more. Something for every member of the family."

As a location for a MOGSouth Meet, Helen GA is hard to beat. Helen is conveniently located for much of the membership, just some 90 miles northeast of Atlanta, approaching the Tennessee border, and provides some of the best Morgan driving roads in the region. Lots of twisty bits and elevation changes. That, and it's just a neat place to visit. If you haven't been to Germany or the Alpine Region of Europe, it will be a lot of fun. If you have been to Germany, Helen will certainly bring back some good memories.

Look for more details on the Spring Meet, hotel reservations, etc., in the '[MOGSouth Updates](#)' section of this issue of the newsletter. Later in the year we will have details of the Fall Meet and Christmas Party in this section. I guess I should take a few minutes and talk about changes to the newsletter.

I am taking advantage of the 'New Year' (you know . . . *a new beginning, a fresh start, a re-awakening?*) to refine the newsletter a bit. I want to continue to include certain things, add / delete a few things and formalize others that I have intermittently featured in the past. The font size was reduced a bit and no one complained so I intend to stick with the 10 Point Font size and the document file size (less than 3MB) being produced doesn't seem to be an issue for downloading. It is always a balancing act between too much color content, higher resolution pictures and too big a file. This newsletter update is to all in response to feedback and comments (or lack thereof) I have received from the membership.

Each issue will now have the following 6 features in addition to the normal event and meet coverage, race reports, etc. The sequence of where they occur in each issue will still be a question of where they best fit. We have to keep the Newsletter within the printer's guidelines. (We do still print a few copies.)

- **Factory News** - This is where I will try to highlight Morgan Motor Car factory announcements or other factory related items of interest. We all should know what the MMC is doing (or not doing) either here or elsewhere in the world. I also will continue to include excerpts of articles about MMC I find in the press or on the internet.
- **Morgan Tech** - The single most common comment I get from the membership about the newsletter is the need to increase the number of technical articles included in the newsletter. We won't include highly technical stuff like engine rebuilding or the like, just those things that we all can accomplish in our garages, whether they be modest or extreme. I will also try to highlight things that will keep our cars on the road longer and operating safely.
- **Wants and Sells** - Sort of self explanatory but this focuses the reader to specific part of the newsletter when looking for a specific part, or to see what cars or other Morgan related treasure might be available. If you have something you think someone else might need, this is where we will put it.
- **MOGSouth Updates** - This is the where all the latest news and announcements specific to the Club, or specific to club activities, can be found. If you have something to communicate to the membership. This is the place.
- **Did You Know?** - Bits of Morgan history and trivial that all fans of the Morgan marque need (?) to know. Just the thing to impress the family across the dinner table or the more boisterous crowd across the table at the local pub!
- **MOGSouth Events Calendar** - The calendar will continue as before, but we will try to add more regional events so that folks can fill in the voids between the major MOGSouth meets. If you have events to add, let us know.

Please contribute as you can to any or all of these areas. The newsletter is so much better when we have contributions from the field. If nothing else, send photos. But beware, I assume everything you send can be used in the newsletter or posted to the web.

Again, best wishes for the new year. We are looking forward to a very busy year and hope to see you all at the all of the MOGSouth meets and other great events. So, as they say, ***let's get this party started!*** *Mark*



Spring Meet - Helen, GA 19 - 21 April 2013



ANOTHER TRIP DOWNUNDER?



It seems Andrea must have been jealous of my previous business trips to Australia and New Zealand. That, coupled with all the discussions around her office about the business activities 'down under,' she decided we needed to go 'there' on vacation. Our good friends suggested a cruise, as they too had decided on Australasia as a vacation spot.

We could all go together! Well, as it's likely to do, social banter became a plan. Everything was arranged, flights booked and hotels confirmed.

So we were off in February. Interestingly, we would fly from Orlando on Tuesday the 5th of February, through Atlanta, to Los Angeles, to Sydney Australia, arriving the morning Thursday, the 7th. We would stay the night of the 7th in Sydney, and get on the cruise ship on Friday the 8th.



That seemed reasonable. We would see what we could in Sydney on Thursday and Friday before we boarded. I've visited Perth and Melbourne Australia, but never Sydney. Lots there to see . . . the Opera House, the Sydney Harbor Bridge . . . but hey, isn't there a Morgan Club in Sydney?? Yeah, MOCA - the Morgan Club of Australia, is HQ'd there!

I've had dealings with MOCA over the years, mainly around content in the Newsletters (theirs and ours). Perhaps a quick email to their President, Vern Dale-Johnson, to let them know I was going to be in the area and to see what's up.

Oddly enough, they were having their monthly club meeting the Thursday we're in Sydney. Ok, so Morgans are now part of the plan! Things are definitely looking up!

Arrived in Sydney, after flying for a week or so. Arrive mid morning but no room at the Marriott just yet, so got cleaned up at their arrival lounge. I guess this is a typical thing. Then out on the town to see the sites. We just had to visit the famous Bondi Beach as the weather was lovely. Low 80s. Lunch near the beach in a local café, and of course a local beer - Tooheys New. Good, try it when you can. The Beach scene was interesting. Lots of surfing and sun worshipping. Then back to the Hotel. Cleaned up and out to MOCA meeting. There was a major traffic jam leaving Sydney due to an accident in the Harbor Tunnel. Best to take the train according to the concierge. Well, this was a bit of a nightmare. Wrong train, going nowhere we wanted to go. Out at some obscure spot and backtrack. Finally we found the meeting place, or so we thought, but no Morgans in the parking lot??

The club gathering was upstairs in the meeting hall. Many folks were there, getting the seats and such for the meeting. This was the business meeting so I figured a few words about the upcoming calendar and the budget. Well, it was a bit more than that. MOCA is about twice the size of MOGSouth and they have VPs for each of the Australian States. The great size and geographic distribution of Morgans across the Australian continent might actually limit club membership? Not sure. I have met with Morgan folks in Melbourne and they have Victoria MOG, but the folks in Perth didn't seem to mention any club affiliation that I can remember. Brian Nash, who helped me greatly on my DHC, is the MOCA VP for Western Australia.

Anyway, the MOCA business meeting was quite interesting, to me at least. I mentioned the lack of the administration in the MOGSouth, as a possible factor in our success, earlier in this issue. MOCA is the polar opposite. It would appear that they have dedicated people for all aspects of club operation. And it would appear that this works well for them. The current MOCA President, Vern Dale-Johnson seems to have a good handle on the team. The amount of administration does seem somewhat foreign. This may be due to their bylaws and legal obligations as entity, e.g. incorporation as an LLC, or other? Or truly, size does matter!

There were some interesting things I did pick up at the meeting, however. Unlike our situation, with minimal new cars coming into the US, except the new three wheeler, Australia is receiving some 20 - 25 new 4 wheeled Morgans annually. Funny thing though, they still haven't approved the import of the new trike. This provides a ready stream of new members to the Club. They also have a major center of mass with Sydney (there were some 60 to 70 folks just at the business meeting!) allowing for more frequent Club events and activities. As the activities Captain briefed, it seemed

that there were a good number of diverse events, from racing to tours, and others, almost every few weeks. They even reported having an upcoming visit from the Top Gear team. We could certainly due with a few more activities but we'd have to expect limited attendance due to the geographic distribution of our members, but that's not necessarily all bad!

It was also mentioned that Charles Morgan has relinquished day to day operational control of the factory to Steve Morris, and taken on the role of international sales director (?).

MOCA produces a quality newsletter that has always been great reference for me. They have a good technical group and seem to have great fun. Getting assistance from their newsletter has been easy. This is in large part to their past and present editors (Sue Chatfield and Geoff Hollings have been some of my pen pals in the past.) MOCA also maintains a very comprehensive presence on the web <http://www.morganownersclub.com.au/> and Geoff Williams their current web master has also been ready to assist.

I did make a presentation of a GatorMOG car badge to Vern, MOCA's president. They have a good number of door prizes and drawings for which they sell tickets at their meetings to raise funds. Perhaps the badge will be the prize for of these?

MOCA was kind enough to respond with a current MOCA badge and a commemorative badge from their all-Australian 'Muster' in 2001. Something very much appreciated.

I did have the opportunity to meet a number of other MOCA folks, Peter Canavan & Stan Jodeikin who I had exchanged emails. Always good to put faces to names.

We left the meeting and ran back to the train. We needed to be back in Sydney so we could board the boat the next day.

I won't make you suffer through all the shore excursions and other travel adventures we experienced on the cruise. Needless to say it was a good cruise with a great itinerary. We visited some great locations in both Australia and spent alot of our time climbing mountains (or large hills) in New Zealand. We even saw some of the locations used to film the Lord of the Rings and Hobbit movies, as well as a visit to the computer effects studios used.

The region is urban in the cities, which are mostly along the coast and mainly uninhabited or very, very rural elsewhere. Lots of trees, flowers, birds and odd animals, but alas no Morgans. However, if you have the chance, the roads are perfect for Morgan jaunts. Lots of elevation changes, unbelievable twisty bits and now matter which way you look, the views are spectacular.

If you get the chance to go - **do it!** *And, if you get to take a Morgan, even better!*

Mark



MOCA's latest newsletter above.



Peter Chatfield, Sue's other half, at the Sydney harbor bridge and opera house, with a MOGSouth Newsletter in hand. (Circa 2007)



Remembering George Waltman (1925-2013) Louis Galanos, Jan 30, 2013

www.sportscardigest.com

On Monday, January 7th, 2013, Daytona racing legend George S. Waltman of Honesdale, Pennsylvania passed away at the age of 87. Most endurance racing fans were unaware of exactly who George S. Waltman was unless you heard mention of him on the Speed Television broadcast of the recently concluded Rolex 24 At Daytona.

George was a very special man in many ways. Not only did he serve with the Army Air Corp as a B-29 pilot in the Pacific Theater during World War II but following the war he worked as a pilot for British Air. Later he became an engineer for Jaguar-British Leyland and in that capacity dabbled in auto racing in the Bahamas, Sebring, Daytona, Bridgehampton, Lime Rock and Watkins Glen.

His greatest claim to fame and what has endeared him to anyone who has ever watched a sports car endurance race or ever dreamed of driving in one is that George Waltman is the only person of his time to drive and complete the 24 Hours of Daytona without a co-driver.

The year was 1968 and not only did George drive solo in the Daytona 24 but he also did it without benefit of a pit crew. And, as they say on TV, "But, that's not all!" George drove, did not trailer, his Aztec Racing Morgan Plus 4 to Daytona from his home in Great Neck, New York, a distance of over 1,000 miles.

During the 24 hour race George complied with FIA driver rules requiring a rest break of one hour after every four hours on the track by servicing the car, taking a nap or getting a bite to eat. When leaving the pit area to "take care of business" he would place "Out to Lunch" on the car.

With no pit crew he had to fuel the car himself, change tires and do other maintenance or repairs. No doubt he took advantage of all the freebies being offered to racers from the automotive vendors at the track in exchange for placing their decal on his car. It was also reported that some of the other racing teams may have assisted the intrepid driver where they could.

[George's Morgan Plus 4 was one of the last race cars running when the checkered flag fell and he is listed as finishing 30th overall, 335 laps behind the winning Porsche Works Team 907.](#) Even more amazing was that he was only five laps behind actor James Garner's AIR team Corvette that had four drivers including the likes of Ed Leslie and Scooter Patrick.

This was not George's first attempt at a solo drive in an endurance race. In 1963 he completed the 12 Hours of Sebring without a co-driver finishing 37th overall out of 42 finishers driving a Triumph TR4. No doubt this gave him the confidence to tackle the Daytona 24 alone.

Regardless of what era of racing you might be thinking of, to enter and finish a 24 hour endurance race alone is nothing short of amazing and George S. Waltman will forever remain a legend from the "Golden Age of Endurance Racing" and for all of us a Daytona 24 legend.

One last amazing tale about George. After the 1968 Daytona 24 was over he posed for some photos, got himself cleaned up, changed the oil in the car, checked the tires and [drove the car back home to New York.](#) Rest In Peace George S. Waltman, my hero.

[\[I watched the 24 Hours of Daytona and can't imagine doing this without co-drivers, much less without a pit crew. A real Morgan driver . . . and a truly historic Morgan accomplishment. I wish I could have met the man. Ed.\]](#)



George Waltman (third from left) is congratulated by an admiring public after his solo drive in the 1968 24-Hours of Daytona. (Photo courtesy of ISC Images)



Tony De Lorenzo and Jerry Thompson finished 27th in the #30 Corvette. They are passing George Waltman in his Morgan Plus 4 on the NASCAR high-banks. De Lorenzo and Thompson each had the benefit of a relief driver plus a pit crew while Waltman did it all himself and still managed to finish 30th overall. (Photo courtesy of ISC Images)



Two classic cars fetch more than \$8M each at auction

Bob English, www.theglobeandmail.com, 1/31/13

[...] The take from the [six auctions](#) held between Jan. 13 and 20, which saw 2,234 lots go under the hammer, was \$223M, according to classic car insurance specialists Hagerty. [...]

Barrett-Jackson's much-publicized success (its high-action auctions are carried live on TV) in selling a wide spectrum of cars has since attracted other auction houses. This year, they included U.S. companies Russo and Steele, and Silver, and high-end players RM Auctions of Canada and Gooding & Company and Bonhams from Britain. [...]

Scottsdale's results this January, up almost \$40M from last year's \$184M, [indicate the collector car market outlook remains positive](#). [...]

RM staged its first auction in Scottsdale 14 years ago and this year saw sales climb from a back-in-the-day \$10M or so to \$36.4M. Gooding's tally totalled \$52.5M, Bonhams \$14M, Russo and Steele \$16M, and Silver \$3M. But the powerhouse was still Barrett-Jackson, which drew 300,000 visitors to the WestWorld equestrian centre, for the largest auction in its history. It saw 1,343 lots sold, and realized just less than \$109M. Its exclusive Salon Collection alone brought \$29.1M. [...]

Gooding, noting increased interest in "best-of-category cars," broke the Scottsdale auction week record with its sale of the 1958 Ferrari Spider, and achieved 16 record prices for other models. [...]

RM Auctions, of Blenheim, Ont., just missed the overall record with its sought-after-by-Ferrari-fanciers 1960 250 GT racer, but isn't complaining about the \$8.14M it went under the gavel for, after "a fierce bidding war between multiple buyers."

RM's top five sales also included a 1967 Shelby 427 Semi-Competition Cobra (\$2M), a 1967 Ferrari 275 GTB/4 (\$1.8M), a 1938 Delahaye 135MS Coupe (\$1.5M) and a 1966 Ferrari 275 GTB (\$1.3M).

Bonham's had two particularly neat cars on its roster, a 1967 Ferrari GTC Speciale (\$885,000), a one-off created for one-time Pirelli Tire president Leopoldo Pirelli. [And the London Car Show Morgan Plus 4 Plus \(\\$230,000\)](#), which was to mark a leap into modernity for this traditional make with its fibreglass over steel body, but failed to catch on, almost bankrupting the company.

Bonham's top seller was a 1972 Lamborghini Miura SV (\$1.2M), with a 1930 Bugatti Type 46 Faux Cabriolet not far behind (\$951,000) and a 1968 Ferrari GTS Spyder (\$912,000). Russo and Steele's top car was a 1958 Mercedes-Benz 300SL Roadster (\$726,000) and Silver's a 1967 Corvette (\$62,640).

Barrett-Jackson's biggest auction was held from Jan. 13-20 and, as usual, was comprised of an astonishing assortment of vehicles, the contrast perhaps best reflected by two, a 1971 Plymouth Hemi Cuda convertible and a 1929 Isotta Fraschini Tipo 8A Castagna Roadster. Each sold for an identical \$1.32M.

Its big number car for the week was also unusual, the original George Barris Batmobile, which went for \$4.6M. Other top money motorcars were actor Clark Gable's 1955 Mercedes-Benz 300SL Gullwing at \$2M, and a 1956 Chrysler Diablo concept car for \$1.3M.

And, perhaps indicating that a long and complicated name commands more money, a 1947 Talbot-Lago Record TS Grand Sport (\$2M) and a 1934 Duesenberg J Murphy LWB Custom Beverley Sedan (\$1.4M).

Did You Know?

SAINT CHRISTOPHER DASH PLAQUES

Many early Morgan three wheeled cars were fitted with a St. Christopher dash plaque. The Morgan factory again included St. Christopher Badges as part of the 70th Anniversary 4/4 in 2006.

St. Christopher is the traditionally referred to as the Saint of safe travel.

Below are several images of the Morgan Runabout Three Wheeler plaque and one of the 70th Anniversary 4/4 badge. The first one belongs to D49, a MOGSouth three wheeler, and the second badge from the UK.

The early Morgan plaque includes the car's chassis number stamped into an arched banner either in top or bottom center. The model is indicated, 'Morgan Runabout' or Morgan Three Wheeler, and along the bottom of the medallion Morgan recommends specifics for Motor Oil. The later 70th Anniversary 4/4 badge is less specific, noting only the model and the year being commemorated. Both include a similar center relief. A depiction of St. Christopher, encircled by the quote '*Regarde St Christophe et vat-en rassuré*' which is French and translates to 'Look at St Christopher and Go On Reassured.'



L - The Morgan Runabout D49 belongs to a MOGSouth car.

R - I believe the Morgan Three Wheeler badge is for a early F Type, given the F231 chassis #.

Photo of the Anniversary 4/4 Badge taken from 'Morgan 4/4 the First 75 Years', by Michael Palmer

This one is from a Anniversary 4/4 commemorating the 1951 production year.



Visionaries

H.F.S. Morgan

[From the pages of Hemmings Sports and Exotic Car magazine, February 2013 Issue. A few errors but some press is better than no press. Ed.]

BY JIM DONNELLY



When you consider that the firm he founded built the world's most inimitable cars (and still does), any rational person would assume that H.F.S. Morgan got his grounding somewhere outside the automobile industry, young as it was when he began in the business. Look at even a less-unorthodox version of a Morgan, say a Plus 4 or Plus 8, observe its metal-on-wood construction, and your first thought might be that Morgan was an out-of-water shipwright.

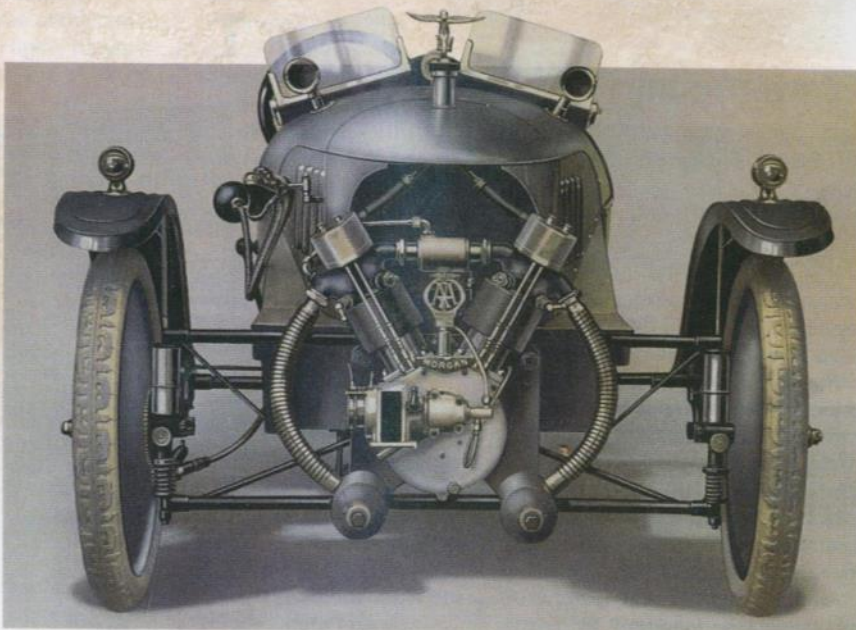
Actually, no. When he was born in 1881, Henry Frederick Stanley Morgan was the son and grandson of esteemed Anglican vicars from Herefordshire. Harry, as he came to be known, chose not to pursue the pulpit, but instead set about on a career in engineering. After graduating from Marlborough College, he hired on with the Great Western Railway of Britain, working in a variety of its shops. Around 1900, it was very common for railway passenger cars—in England, they're called carriages—to employ metal skins over wooden frames on their coach bodies. So you've got to wonder if the true inspiration for the Morgan car sprang from a GWR maintenance yard someplace.

Morgan left the railway in 1906 to concentrate on road vehicles, opening a garage in Malvern Link, taking a career path out of railroading that two other British motoring luminaries named W. O. Bentley and Henry Royce would also tread. From that shop, he sold Darracq and Wolseley. Then, he decided to build a motorcycle with a twin-cylinder Peugeot engine as its basis. Only partway through the planning, he decided to build a car instead. What emerged in 1909 was the first Morgan sports car, with the engine mounted transversely at the front and a single rear wheel driven by a chain through dog clutches. The whole creation rode on a space frame of brazed tubing. This was when the global cyclecar craze was getting under way in earnest, so the notion of a three-wheeled sports car with motorcycle power wasn't as curious as it is today.

With cycle engines variously furnished by JAP, MAG and Matchless, the three-wheelers defined Morgan for the next quarter-century, achieving marked success in both small-bore racing and hillclimbs. Morgan tried to widen the appeal of these cars by upgrading them in 1934 with the F Series, using four-cylinder power from

Dagenham and thus beginning a long alliance between Morgan and Ford. It was still clear that the firm couldn't grow exclusively with three-wheelers, and in 1936, Morgan introduced its first four-wheel sports car, the 4/4, initially powered by a breathed-on Standard engine. It was at Le Mans by 1938 with Climax power, but was firmly Ford under the bonnet once post-war production resumed in earnest.

Harry Morgan died in 1959, leaving his son, Peter, to carry on running things. Morgan owners revere their cars because even with marked upgrades (the Plus 8 first appeared in 1968, using the aluminum Rover V-8 that came to England by way of Buick), the firm remained unflinchingly steadfast in hewing to tradition. The Morgan Motor Company is still located in Malvern Link; still builds traditionalist sports cars in tiny quantities, most destined for U.S. buyers (although a new Morgan dealership is located in Shanghai); still frames bodies in ash despite a promised high-tech sports coupe with BMW turbo power for 2014. Perhaps the most appropriate salute to H.F.S. came in 2011, when the three-wheeler was reintroduced. 🏁



Now Morgans in India ??

MUMBAI, December 20, 2012, PRNewswire

The iconic UK apparel brand Superdry which fuses design influences from Japanese graphics and vintage Americana, with the values of British tailoring made its way to the India and they did it in style by driving down the Limited Edition Superdry Morgan 3 Wheeler Roadster to their store at Palladium Mall, Mumbai.

[In order to enhance the brands appeal in India, Superdry launched a game which allows only Indian residents the ability to contribute fuel to the Morgan by using Twitter in India. 10 winners will be selected and get a drive in the M3W. This campaign was for really for the Superdry brand and not Morgan. But, perhaps Morgan will capitalize on the positive reception the game received in India. Ed.]



Superdry Morgan in India First Drive

Jan 08, 2013, www.moneycontrol.com, by Ashok George

What is the Superdry Morgan? Some might argue that it is similar to an autorickshaw retrofitted with a S&S v-twin engine going backwards at break neck speeds. They would be wrong. Because the Superdry Morgan is so much more. [...] It carries with it a rich heritage that stretches over 100 years. It has classics such as Morgan +4 and the more recent Aero 8 associated to its name. Hence, it is only fair to say that everyone who calls it a rickshaw going backwards deserves to be, as Rishaad would say, slapped across the face with a dead fish.

[...] What might help is thumbing the starter button on the dashboard and grin like a mad man as you watch their doubts fade away in the throaty roar of the naked v-twin engine mounted in front of the car. It is this engine that forms the central piece of design in this car. [...] But the engine is not sitting there just for show. This 1990cc S&S v-twin makes 115PS. Stop laughing! You think that this is only as much as a Honda City iVTEC/Mitsubishi Cedia/ Renault Duster? That may be so, but unlike these cars the Superdry Morgan weighs a mere 500kg. This brings the power to weight ratio to Noble M12 territory. Who's laughing now huh?

[...] Smash your right foot to the floor mid corner and you can easily have your tail chasing your front. [...] But I must tell you this. Pulling a 180 degree turn is not the only hazard that this car presents. There are three other equally scary problems. The first is rabies. I'm not saying that this car is figuratively a rabid dog. I'm saying that the car is so low that all it would take for a mutt to join you in the passenger seat is timing and luck (good or bad, you decide). The second issue I had again has to do with the car's low stance. It is difficult to be spotted by fellow drivers when you're sitting four inches off the road. Especially those excellent examples of road etiquette that pilot all the wonderful black and yellow automobiles on Mumbai streets. [I've been to India, it's absolute chaos! Millions of them. I saw one loaded with 21 people. No, I am not exaggerating. Ed] Now the final problem I have with the Superdry Morgan. It is an striking looking car. It has the ability to make people stop and stare and walk into lamp posts. It also has the ability to cause drivers of other cars to stare at it so much that they eventually end up coming closer and closer to you. Not very pleasant. [...]

Before I digress too much - in case you were wondering why I keep calling this Morgan the Superdry Morgan, it is because this particular car is the result of a collaboration between Morgan 3 Wheeler Ltd and Superdry. [...] The Superdry Morgan then is the kind of exotic machinery that can give a McLaren F1 a run for its money when it comes to grabbing attention. It is a rare combination of old school looks, quirkiness and bare basic kit that comes together to become a supremely fun experience that is unlike any other. So I am sure you will join me in expressing my disappointment that this car might never make it to our shores. Now to find an autorickshaw where I can fit a v-twin. Hmm



Autorickshaw in case you were wondering. Ed.



Morgan WEST

An authorized Morgan Motor Car dealer located in Santa Monica, California



2011 Aero Supersports



2012 Blue Meanie



1928 MORGAN Wheeler

Accepting orders on 2012 models!



MORGAN THREE WHEELER



DRIVEN AT HEART



New MORGAN Plus 4 60th Anniversary Badge

2016 MORGAN ALL NEW REDESIGNED, TITANIUM CHASSISED EVA GT // Order yours now!

New 2013 MORGAN 3 Wheeler Ordered and now Inbound "The Black Pearl" Sport Black exterior Muirhead Scarlet Red leather interior in quilted pattern Bright Pack Dash Leather in Black UK flags Photo Build Book RAF Inspired Livery Maroon Mohair Tonneau

2012 MORGAN THREETHWHEELER The Blue Meanie, 2000cc/115hp V-Twin engine.

2011 MORGAN AERO SUPERSPORTS Our very last one! Bentley Silver Lake Pearl Metallic/ Muirhead Portland Grey. Silver wheels.

2010 MORGAN AERO SUPERSPORT

Cote D'Azur blue metallic/Wings and roof panels in Midnight Blue Metallic.

2005 MORGAN ROADSTER Pozzi Navy Blue/ Red leather piped in blue, Blue mohair top

2005 MORGAN ROADSTER BRG Metallic, Tan leather, Black Mohair fabric top, steel wire wheels 12,500 miles, one owner, absolutely as new original condition.

2001 MORGAN PLUS 8 BRG, Tan Leather

1998/2000 MORGAN PLUS 8 Sale Pending

1967 MORGAN PLUS 4 FOUR SEATER Supersport

1965 MORGAN PLUS 4 FOUR SEATER Bare

metal repainted in BMW Laguna Blue, new chrome, all new stainless steel fasteners.

1964 MORGAN PLUS 4 ROADSTER

BRG/Tan, Full body off restoration

1963 MORGAN PLUS 4 FOUR

SEATER Ivory/Dark Red

1962 MORGAN 4/4 "SKIMPY

SAN" cycle fendered Flatrad

1962 MORGAN PLUS 4 SuperSport Roadster

Soft Yellow body/Black

1959 MORGAN LIGHTWEIGHT

1 of 14 Baby Doll spec cars, one owner from new!

1959 MORGAN PLUS 4

DROPHEAD COUPE Kingfisher

Blue, stunning restoration.

1928 MORGAN TRIKE JAP Aero

other marques

NEW 2011 ZOLFE ROAD ROCKET

NEW 2012 AC

378 GT 730HP/ 6Speed manual or 430HP/AT

1960 AUSTIN

HEALEY 3000

BN7 triple Webers, 2 tone BRG paint w/ khaki green leather

1978 TVR TAIMAR

1973 CITROEN SM // HUGE PRICE MARKDOWN

1972 HARLEY DAVIDSON XLH SPORTSTER

TVR 3000 S CONVERTIBLE PROTOTYPE 1978 model; purple/tan leather, black top, 58 miles.



2013 Allard J2X MkII

Blue with Red Leather, and Hemi engine! Order your 2013 today!



2012 AC378 GT Zagato

American muscle...Zagato design. Reserve yours!

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MORGAN WANTS & SELLS



Folks with Morgan 'Wants or Sells' should send an email to Mark or Randy with the details.

Morgan Parts for Sale and Morgan Library Additions (Great Gifts??)

Series V 4/4, +4, 3.5L +8 - including lever shocks, +8 intake manifold & SUs, SU wedge air cleaner and more. See www.morganstuff.com for full list. I also get extra copies of the mother club's magazine, *Miscellany*. If you've never seen an issue, you should. Single copies of recent issues free upon request. Send your mailing address, lower 48 only, to David Crandall at mogdriver@gmail.com. Need a Morgan gift? Give your favorite Morganeer the must-have item of the decade – Fred Sisson's *Morgan Bedside Reader*, aka "the Bible". David had a Holiday Season discount. He may still honor it. Contact David for details.

'Fergus' Number Plaques Now Available !!!

Morgan owners of cars sold through Fergus who are looking for the Fergus stock number plaque now have a solution. A Morgan owner, whose plaque was missing too, has taken the initiative to produce reproduction plaques. Numbers will not be engraved in the plaque until there is at least 99.99% certainty about the correctness of the number.

The cost per plaque is **USD \$60**, postage per plaque is **USD \$3**, world wide. If paid per PayPal, an extra **USD \$2** will be charged. To order a copy, or ask for information, please drop a line to fergushistory@hotmail.com (Hermen Pol) or Jack Claxton at (678) 450-0703 or via email jclax5817@aol.com





Isis Imports Ltd. can now dramatically enhance your Morgan's performance - Plus 4, 4/4 or Plus 8. Options include engines from 175 to 505 bhp, 5 or 6 speed gearboxes, coil-over rear suspensions or complete restorations. Contact Isis for more information.



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for over 40 years

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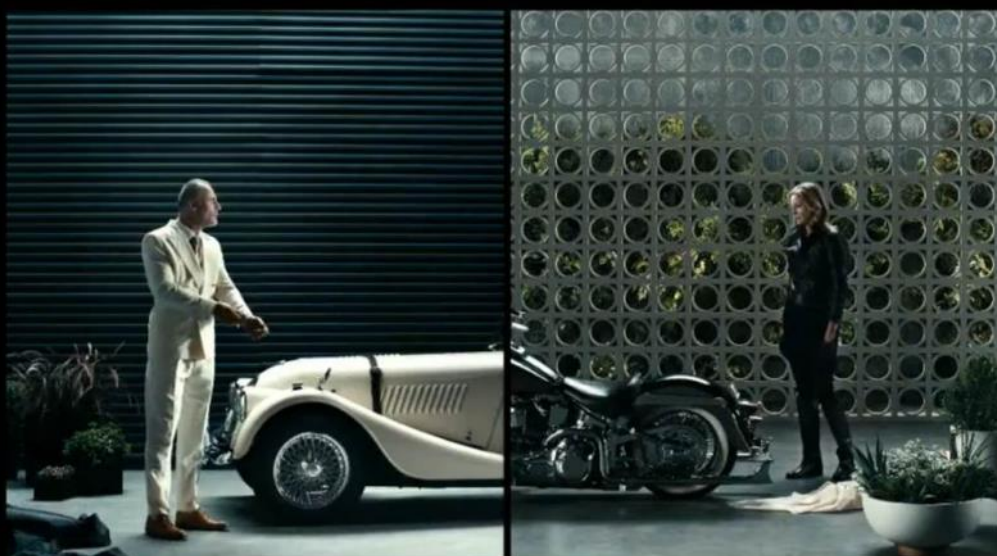
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PNC Retirement Review TV Spot

PNC Retirement Review TV Spot



Someone finally got the right idea about why we submit ourselves to the daily drudgery and what is really at the heart of our retirement dreams!

If you care to see the TV commercial, in its entirety, simply go to YouTube.com and search on '**PNC Retirement Review TV Spot**'

Enjoy, Mark





MORGAN MOTOR COMPANY NEWS

A few new things have been brewing at the factory through the winter doldrums. They have been working out their plans for the new year and doing what they can to maintain a good image in the public opinion polls.

There have been lots of 'End of Year' summaries published by the usual suspects, defining the 'Best of 2012' or the 'Worst of 2012'. The Morgan Three Wheeler (M3W) has been appeared on both.

It seems that there are those that are enamored with the car, and those that simply dismiss it as a toy. Have you decided??

Morgan's Le Mans Plans for 2013 <http://www.telegraph.co.uk>

Charles Morgan confirms that the Morgan Motor Company will collaborate with Oak Racing to enter a car into the LMP2 class at the 2013 Le Mans 24-hour race.

Charles Morgan, managing director of Morgan Motor Company, outlines his company's plans for the Le Mans 24-hour race in 2013. Describing motor racing as a double-edged sword, he says arguably the days have gone "when you could race on a Sunday, and sell on a Monday".

However, Morgan also describes Le Mans as the "greatest spectacle in sports car racing ever" and confirms that the company is continuing its collaboration with French team Oak Racing for an LMP2 entry in the 2013 event.

Royal Gift Arrives in Style 12 Dec 2012 www.malvern gazette.co.uk

A PATRIOTIC Morgan sports car with a special Union Flag design arrived at Malvern College to collect a card and gift for the Queen and deliver it to Buckingham Palace.

With the support of Waitrose [\[UK grocery store chain. Ed.\]](#) they collected more than 2,000 signatures, at the same time raising awareness and funds for the charity. For a suitable gift in the Queen's Diamond Jubilee year, the girls approached old Malvernian Rhys Humm, of Holywell Malvern Spring Water, to produce a limited edition jeroboam [\[A wine bottle holding 4/5 of a gallon. Ed.\]](#) of Malvern spring water. And to complete the project in style, the girls approached Morgan, who agreed to deliver the card and gift to the palace. [\[...\]](#) Rebecca Raby-Smith, said: "It was the most amazing journey in a truly beautiful car. I do hope that Her Majesty enjoys our gift and that the £3,000 we raised for charity is put to good use, benefiting children less fortunate than ourselves."



Great Morgan Videos Accessible Via the MOGSouth Web Page

All 'YouTube' videos are available. Just go to the Video Viewer on the MOGSouth Photos Web Page. <http://www.mogsouth.com/Videos.htm> (or you can go to www.YouTube.com directly) and click on the YouTube Logo, then put the following text strings (the words in red) into the YouTube Search Box

Aston Martin V8 Vantage S vs. Morgan Aero Coupe - CAR and DRIVER (Review of the Aero Coupe in glorious Wales)

MotoMan : Builds a Morgan -- Part One -- MotoMan.TV (25 mins of pretty informative car build information.)

MotoMan : Builds a Morgan -- Part Two -- MotoMan.TV (20 mins. More of the program. Have a cup of coffee & enjoy.)

MotoMan : Morgan Mission Concours d'Elegance - Pebble Beach Week 2012 (Left coast locals . . . Do you know who's in the hat?? Long term Morgan enthusiast. Watch it long enough and they'll tell you.)

Morgan - Wheeler Dealers - New Series Sneak Peek (Just a taste of the new Wheeler Dealer Morgan episode.)



Morgan to Increase Sales by 50 per cent

December 31, 2012, www.malverngazette.co.uk

MALVERN'S own car company Morgan is motoring into the new year with increased sales on the horizon and a **50 per cent rise in production in prospect**. **The company has already taken 1,500 orders for next year, up from 1,000 in 2012.**

And the increase in trade has had a beneficial effect at the Malvern Link factory this year, where the number of people employed has increased by 20 to 180. Company owner Charles Morgan, whose grandfather H F S Morgan founded the firm in 1910, said that the success encompasses all three of the company's car ranges, the Classic, the Three Wheeler and the Aero series. He said the Three Wheeler has been a hit in the United States, where it was showcased in this year's New York International Auto Show, the country's biggest. And in May, Mr Morgan drove a Three Wheeler in the Gumball Rally, crossing the USA from coast to coast and covering 3,500 miles. He said: "I think it has an appeal to the kind of people who like Harleys and other upmarket motorcycles. "In a way, it bridges the gap between motorcycles and cars and it appeals to all age ranges."

The company's cars are hand-made by a dedicated work force at the factory in Pickersleigh Road, Malvern, where traditional coachbuilding techniques used to build the wooden frames for the classic ranges sit alongside the latest hightech BMW engines. The Aero Coupe is an outstanding piece of automotive engineering and we're all really proud of it," said Mr Morgan. "It's a really clever car. "Our workforce is highly skilled, dedicated and innovative, and people visiting love to see them at work in the factory. **"We had 20,000 people taking factory tours last year, including the chief executive of Fiat and Maserati, who called it the best car factory he had seen."**

The company has also opened up its first showrooms in Shanghai and Beijing this year, its first move into the growing Chinese marketplace.



MORGAN, December 28, 2012 <http://www.thesun.co.uk/> – The family-run firm Morgan may be one of the minnows of the UK motoring scene but they punch well above their weight and have a worldwide fanbase. **In 2012, Morgan clocked up £42million of sales and increased the size of their workforce by 30 to 185.** The firm based in the Worcestershire hills is on track to hit 1,000 sales this year and they've come up with another winner in the typically individual open top three-wheeler that is not only selling well across Europe but especially in America. And Morgan are looking to expand into China, Dubai and possibly Brazil in 2013.



Innovation and Exports Key to Morgan's Survival - Chairman

December 17, 2012, www.insidermedia.com

Worcestershire-headquartered Morgan Motor Company is blending the past and present with modern innovation and handmade manufacturing, chairman Charles Morgan has told Insider. Investment in new technology is the key to future growth and survival as a low-volume manufacturer, he added. The company still hand-assembles its iconic cars on wooden trestles in a series of pre-war huts at its factory in Worcestershire. However, the vehicles rolling off the production line also rely on computer design and laser cutting. "We make a product that has all the styling and desirability of the past, but which is created through modern designs techniques and to modern standards," Charles Morgan told Insider. "Although a new Morgan looks old it's actually quite modern, designed on computers and made from very high-tech components such as bonded aluminium."

"We've survived in the same way as businesses like AGA have survived, by updating and refining what people want. If you look at car industry you have to be very big or very small. The middle is the danger area – where Rover were – unless you can get more volume."

Sales at Morgan Motor Company Ltd fell in 2011 in a difficult year which was affected by the economic downturn, with a "disappointing" profit figure. Pre-tax profit fell from £1.7m to £318,000 on sales of £24.9m, down from £28.8m in 2010.

The introduction of new models in 2012, including a new three wheeler, and the restructuring of the group is hoped to boost revenue and profitability following a year of investment in 2011. Exports have been another vital component to Morgan's survival. It exports about 70 per cent of its cars.

Morgan said: "We're good in this country at undermining and belittling hard work, technology, skills. But abroad, in places like China and India, it's the opposite - they think the stuff from England is beautifully made. It's something worth building on. Companies in the Midlands setting out to build something of quality stand a really good chance of making a success of it abroad."

Back in March, the chairman of the classic car manufacturer told Insider that the company had plans to open showrooms in China, India and Brazil. "It's during recession that you need to keep your foot on the gas, to really invest, and that way you'll survive and come out as a stronger company," Morgan added.

Continued Next Page

Out From Afghanistan: Charles Morgan Brings His Classy Sports Cars To China

January 8, 2013, <http://www.forbes.com/> , by Russell Flannery, Forbes Staff

Charles Morgan was born into a family of storied British sports car makers. Yet after finishing college in the 1970s, he wasn't ready to join his father's business. "I wanted to get into films," he recalled in a recent interview in Shanghai. That changed when a news report came to him while he was working in a cataloging job at Independent Television News in London.

"While I was there, one of the big stories was the invasion of Cyprus by the Turks. I watched this incredible, riveting piece of film: The ITN crew purely by chance was at the exact field where the Turks first landed. The ITN reporter literally rushed up and asked, 'Are you Turkish? Are you the invading army?' I just thought: 'I wanted to be a cameraman.'"

Young Morgan went on to cover some of the ensuing decade's most dramatic international events. [...]

The end of his journalism career came when he was in Afghanistan to cover fighting between Russia and the local Mujahedeen resistance. "It was crazy. We were bombed" by Russian aircraft, he says. "I was within 20 yards of a bomb crater at one point." Enough was enough. Charles went home to the enterprise that to this day allows him to *[satisfy]* a fondness for global travel: the family's Morgan Motors. [...]

Morgan's push to grow abroad brought Charles for the first time in October to mainland China, a market that he hopes will account for as much as 30% of sales within three years [...] Morgan hopes to make at least 50 sales in China in the next year. [...]

When Charles left journalism and joined his father in the family business in the mid-1980s, he made his first mark as production manager, deploying new IT firepower for Morgan's manufacturing and design work. "It was about the time the Toyota manufacturing system was being rolled out in Europe," he said.

[...] Fresh profit was once again put into new investment. Collaborating with BMW and Alcam to keep its own costs down, **Morgan invested \$4 million to develop a new type of bonded aluminum chassis.** [...] **Morgan has since sold 11,000 vehicles assembled with that chassis base.** It is working on a **follow-up with Continental of Germany due in 2016.**

Ahead of 2016, Morgan this year re-launched the vehicle that brought it initial success when the company was founded back in 1909: the three-wheeler. "People love the style of the past. It taps into Morgan's heritage. "Unlike a vintage care that needs a lot of maintenance, you push the button and it starts," Charles said. Once running, it can hit a top speed of 120 miles per hour. In the U.S., it sells for \$45,000.

Morgan is looking to a new market: China. "I must be approached once every month by somebody saying, 'We can represent you in China,'" he said. Charles started to look for a partner in earnest "about a year ago," and wants to start slow. "A measure of success in China is just to appoint people that we liked as dealers rather than people that we had no idea who they were."

One agent is Ben Wood, the main architect of Xintiandi in Shanghai. "Ben approached me at two years ago, and I thought it was a joke, really. I thought, 'He's an architect.'" [...] So far, there's no pattern in the profile of the **10 customers in China that have purchased Morgans**, Charles said. "To be honest, there really isn't a pattern in America or Europe. If you are a three-wheeler customer, you could be late 20s. You could be 85. They're all enthusiastic about Morgan."

[...] One big problem for the business: Bureaucracy. "There's a potential delay in customs between a week and four months" in getting cars into the country, he said. Import duties are so high that they "more or less" double the price of his car, he said. "We're starting at about 700,000 RMB (\$114,000) and going up to 2.5 million yuan (\$410,000)." Still, he said, that's less than Aston or Lamborghini.

[...] Ultimately, though, Morgan is more than anything else upbeat about China. "You can't fail to be impressed," he says. "It's a bit like when I went to Brazil last year. I had never been there before. China and Shanghai have the same optimism that San Palo had, which is terribly refreshing to a European."

[I found this a fairly informative article with a number of interesting tidbits of information about Charles and, more importantly, about the future direction of the company. 11,000 Aeros Sold? Hard to believe, but . . . Ed.]





MORGAN TECHNOLOGY INFO

TECH

Morgans are light cars and as such don't normally wear the tire tread down to a point that they need to be replaced.

More likely, the tires have just been on the car too long and have started to dry rot or have flat spots from sitting in the garage on hard concrete for a while.

Every tire's life expectancy ultimately depends on the way in which it operates, and how it is serviced on the vehicle. Keeping tires properly inflated is probably the most significant way to prevent tire failure.

Got old Tires?? *I know I do!!*

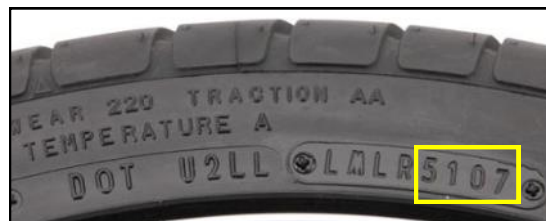
Determining the Age of a Tire selected extracts from Tirerack.com and Edmunds.com

It's easy to identify when a tire was manufactured by reading its Tire Identification Number (TIN) which is often referred to as the tire's serial number. TINs are simply batch codes that identify the week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters 'DOT', followed by ten, eleven or twelve letters and/or numbers that identify the manufacturing location, tire size and manufacturer's code, along with the week and year the tire was manufactured.

Tires Manufactured Since 2000

Tires made after 2000 have a four-digit DOT code, with the 2 digits being used to identify the week immediately preceding the 2 digits used to identify the year. For example: DOT U2LL LMLR **5107** indicates a tire manufactured during the 51st week of the year 2007.



Tires Manufactured Before 2000

Tires with a three-digit code were made prior to 2000. The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the last three digits. The 2 digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year.

For example: DOT EJ8J DFM **408** indicates a tire manufactured during the 40th week of the year, and the 8th year of the decade. This could be 1998 or 1988 or even older. While the Tire Identification Number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade.

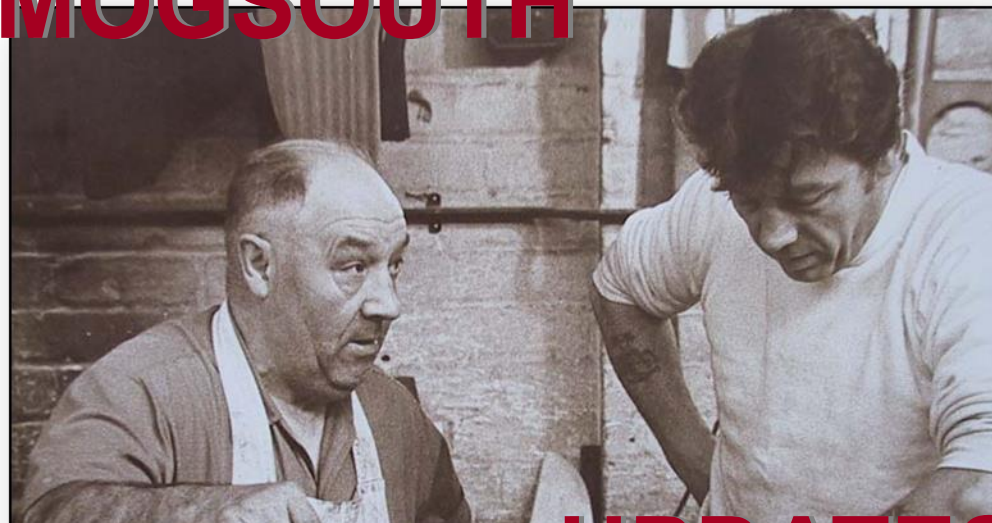
Bottom line, if there are only three digits on your tires, they are probably too old. You really need to replace these old tires if you intend to drive the Morgan. Regardless of age, you should inspect the tires for signs of problems. The British Tyre Manufacturers' Association recommends that tires be checked regularly for any sign of aging, tread distortion or cracks in the side walls. It recommends replacing the tire immediately if such symptoms appear.

A US based tire aging field study by the NHTSA indicated a strong correlation of the speed rating with tire durability, with higher speed-rated tires losing the least capability with increasing calendar age. Drivers living in hot climates may want to consider purchasing higher speed rated tires than those that came as Original Equipment.

It depends on who you ask, but when properly stored and cared for, **most street tires have a useful life in service of between six to ten years**, and on a normal car driving 10,000 to 12,000 miles a year, your tires will wear out in some five to six years, so this makes sense. But, a Morgan doesn't usually get that kind of mileage so it is more likely to need new tires due to age rather than tread wear. A Morgan is a car that is subject to 'spirited' driving at times which can 'challenge' the tires, and should something unforeseen occur, a Morgan will not be cheap to fix. That being said, it wouldn't be wise to take any chances with your safety or that of your Morgan.



MOGSOUTH



MOGSOUTH MESSAGES AND STUFF

UPDATES

Look here for announcements and other bits of information about what is going on in MOGSouth.

If you have the desire to pull a few MOGSouth folks together for a Noggin or other event, let us know and we will put all the pertinent information here in the newsletter.

Also, if these events generate stories or photos that others in the club will enjoy, please send them to Mark or Randy.

This newsletter is intended as a report on the doings of the membership and although all of us cannot always play, we are certainly interested.

AND OTHER THINGS YOU SHOULD KNOW !!

MONTHLY CLUB GATHERINGS !!

ATLANTA GA AREA MOGSOUTH BREAKFAST!

At the 4 August MOGSouth breakfast of Atlanta Morgan owners at the Rexall Drugstore in Duluth we decided to **schedule a breakfast at the same location on the 2nd Saturday of each month**. Call Randy with questions. Address for the Rexall Drugstore: 3165 Buford Highway, Duluth, GA 30096

ORLANDO FL GATORMOG BREAKFAST!

The Orlando GatorMOG contingent meets **the first Sunday of each month**, as part of the greater Orlando British Car Club. All owners of British cars ("wanna-be" owners welcome too!) are welcome. Full buffet Breakfast starts at 8:30 a.m. (Tire kicking starts slightly earlier). Call Rick Frazee (407) 620-0507 or email mog4@earthlink.net for more information. Address for the Golden Corral: 897 West Town Parkway, Altamonte Springs, FL 32714

OTHER ANNOUNCEMENTS OF INTEREST !!

SPRING MEET 2013 PLANNING DETAILS!! GET IT ON YOUR CALENDAR!

MOGSouth Spring Meet, April 19-21, 2013, Helen, Georgia. Room Reservations: Hampton Inn Helen, 147 Unicoi St, Helen GA. **Call (706-878-3310) Rooms under "MOGSouth" (\$109.00 +tax, Reserve by Mar 19!)**

Friday April 19 - Arrive in Helen, 4:30 PM – MOGSouth Hospitality Room Open, 6:00 PM - Dinner on Your Own, The Hotel is right in downtown Helen so there are shops and restaurants within walking distance. 8:00 PM – Noggin at the Hotel. Hospitality Suite, Noggin and Nibbles courtesy of MOGSouth.

Saturday April 20 - Breakfast at the Hotel, 9:00 AM - (Departing Hotel) Scenic Mountain Drive, 10:00 AM - Stop at Brasstown Bald. Brasstown Bald is the highest point in Georgia at 4,784ft above sea level. On a clear day you can see all the way to Atlanta from the Observation Deck. Park Fee is \$3.00 per person.

The trail from the parking area up to the Observation Deck is a pretty (approximately 0.6 mile) walk and moderately steep. They do have a shuttle for those that do not wish to walk. (\$5.00/person)

11:00 AM - Leave Brasstown Bald & Scenic Mountain Drive to Lunch, 12:00 PM –Lunch at "Hawg Wild BBQ and Catfish House" in Clarkesville, 1:30 PM – Return to Hotel (Return on Your Own), 4:30 PM – Drive to "SkyLake" for Noggin and Nibbles, 6:00 PM – Dinner Catered by CRAVE Catering at "SkyLake" . DINNER PER PERSON PRICE IS \$25.00 PAID IN ADVANCE. PLEASE SEND CHECK (BY APRIL 2ND) MADE OUT TO ERIC CUMMINS IN THE AMOUNT OF \$25.00 PER PERSON FOR THE SATURDAY DINNER TO: ANN CUMMINS , 284 QUAIL RUN, SAUTEE NACOOCHIEE, GA 30571. 8:00 PM –Noggin continues at "SkyLake", After Noggin drive back to Hotel

Sunday April 21 - Breakfast at the Hotel, Depart for Home

Any questions please call Eric or Ann Cummins at (706)878-3318

Morgans and Muffins in Savannah - March 2nd, 2013

Savannah area member Peter Ballard has invited all MOGSouth members within shouting distance to his home on March 2 for Morgans and Muffins.

Details follow but **PLEASE RSVP** to Peter if you plan to attend.

Gathering of cars at New Member Peter Ballard's on Saturday March 2nd 2013.

Plan to arrive at Peter's house around 10 am for **Coffee and Muffins**.

Inspect the lack of progress on the '63 4/4 restoration and take rides in the 33 Three Wheeler

At around 11.30 we will leave and head to Richmond Hill to Fish Tales for a beer and bite, then on to Fort McAlister where if we have 15 people we can get an official tour of the southernmost and most active Confederate fortification in Savannah's defenses.

Please contact Peter either by phone on **(860) 734-0214** or email tin45@yahoo.com if you are planning to come, so his wife knows how many muffins to make.

Wives or significant others welcome, the ladies can chat about whatever Southern ladies chat about.

Location is **39 Crestwood Drive, Savannah**. This is in the Southwood subdivision just off of I-16 at Dean Forest Road.



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- Mirrors ●
- Radiator ●
- Rubbers ●
- Stainless ●
- Steering ●
- Sidescreens ●
- Suspension ●
- Switches ●
- Tonneau ●
- Transmission ●
- Trim ●
- Weather eqpt. ●
- Wheels ●
- Wipers ●
- Wiring ●
- Wooden parts ●

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Visit our Web sites: www.melvyn-rutter.co.uk • www.the-morganworld.com The man from Hallingbury, he say YES!



1909



2013 US (and a few International) EVENTS

2013


There are lots of great events listed on the 2013 Calendar. If you have an event that we need include for 2013, please send details to Randy or Mark at mogsouth@yahoo.com

We have typically included significant MOGSouth events, historic racing events, car shows and Concours d'Elegance, as well as, British Car days but if you think there are other categories we need to add, please let us know.



Events shown in **Red Text** are MOGSouth sanctioned events, and those shown with an * will have MOGSouth participation.

- SVRA Festival at Sebring, Feb 28 - Mar 3, Sebring FL
- Geneva International Motor Show, Mar 7 - 17, Geneva Switzerland
- Amelia Island Concours d'Elegance*, Mar 8 - 10, Amelia Island FL
- Mobile 1 12 Hours of Sebring, Mar 13 - 16, Sebring FL
- All British Car Show - Orlando, Apr 6, Mead Garden Winter Park FL
- **MOGSouth Spring Meet**, Apr 19 - 21, Helen GA - Eric and Ann Cummins Hosting
- The Mitty at Road Atlanta, Apr 26 - 28, Braselton GA - Tentative
- Pinehurst Concours d'Elegance, May 2 - 5, Pinehurst NC
- Atlanta British Motorcar Day*, May 11, Berry College, Rome GA - **Tentative**
- Le Mans 24 Hours, Jun 22 - 23, Circuit de la Sarthe, Le Mans, France
- Goodwood Festival of Speed, Jul 5 - 7, Goodwood UK
- Keeneland Concours d'Elegance, Jul 18 - 21, Lexington KY
- Pittsburgh Vintage Grand Prix, Jul 20 - 21, Schenley Park, Pittsburgh PA
- Concours d'Elegance of America (Formally Meadow Brook), Jul 28, Plymouth MI
- Pebble Beach Concours d'Elegance, Aug 18, Pebble Beach CA
- Norcross British Car Fayre, Sep 7, Norcross, GA
- Goodwood Revival, Sep 13 - 15, Goodwood UK
- HSR Atlanta Historic Races, Sep 19 - 22, Road Atlanta, Braselton GA
- **MOGSouth Fall Meet, Dates TBD**, Huntsville AL, John and Carolyn Wade Hosting
- Euro Auto Festival, Oct 18 - 20, Greenville-Spartanburg SC - **Tentative**
- **10th Anniversary of Peter Morgan's Death, October 20th.**
- Petite Le Mans at Road Atlanta, Oct 19, Road Atlanta Braselton GA - **Tentative**
- HSR Savannah Speed Classic, Oct 24 - 27, Hutchinson Island, Savannah GA
- Hilton Head Island Concours d'Elegance*, Nov 1 - 3, Hilton Head SC - **Tentative**
- Winter Park Concours d'Elegance*, Nov 8 - 10, Winter Park FL - **Tentative**
- Formula 1 US Grand Prix, Circuit of Americas, Nov 17, Austin TX
- **MOGSouth Christmas Party**, Dec 7, The Ridges Resort & Marina, Young Harris/Hiawassee GA - **TBD**



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MOGSOUTH REGALIA - We have been working the MOGSouth Club car badge issue quite hard. It is a real challenge these days as car badges are not that common anymore and thus the number of suppliers are dwindling. Quality and cost seem to be in direct opposition and we decided that we would rather 'quality' be our determining factor. We have proposals due in so watch this space for more news, really soon. If there are other things desired, just let us know.

It's a New Year and the Club Needs Your Dues! Send a Check to Randy today!

We use the Email contact list for communication, however, for those without email, we will continue to send a hard-copy of the news letter. To read the electronic newsletter you need Acrobat Reader. Download Adobe Acrobat Reader free from <http://www.adobe.com>. If you have problems reading the newsletter call Mark at (407) 322-5060, or update your email by sending it to mogsouth@yahoo.com.

Many thanks to those that have contributed articles and photos to this issue. Articles and photos are always welcome. Please send any comments, suggestions or contributions to mogsouth@yahoo.com.

SOUTHERN FOURS AND EIGHTS

NEWSLETTER OF THE SOUTHERN MORGAN GROUP MOGSOUTH VOL. 1/13

Not a Member of MOGSouth? It's Easy to Join!!!

Dues for the calendar year are \$25. They are due and payable January 1st.

To join us, please mail your check payable to MOGSouth to:

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